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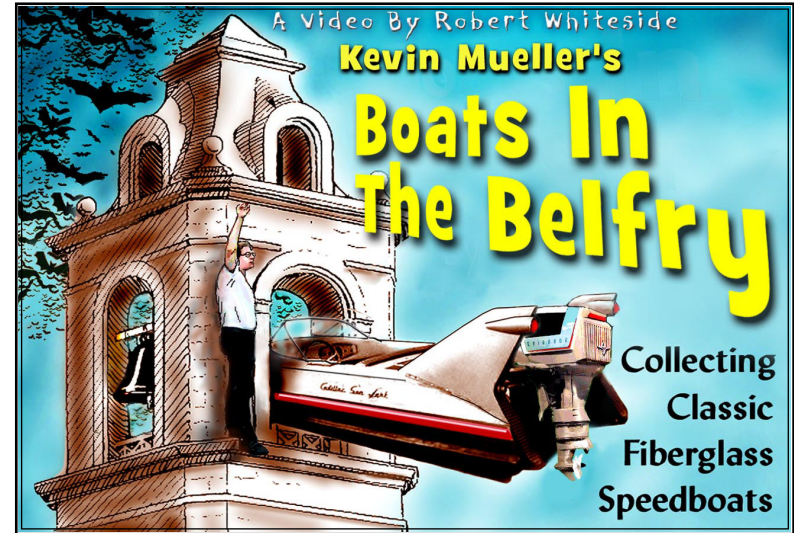
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The new viewable and printable eBook version
of Kev "Fin's" famous graphic website.



Boats In The Belfry By Kevin Mueller

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This is a Viewable and Printable,
on-line Booklet
describing the collections
of Kev "Fin" Mueller
from about 1991 to the present.
Updates will be listed below.

November 2008.

...by the size of the toys



The following pages depict the Kevin Mueller Collections.

Phantom of the Aqua

The "Flagship of my collection," This was the first boat I ever restored. It was done professionally using Power Road Autobody & Marine repair, and Boot's Upholstery service. I did a good portion myself, as well as Chip Off The Old Block, Custom Woodworking (Interior). This 1958 Glastron Sea Flight has been featured in various media, numerous times. This boat was restored with reproduction '57 Chevy upholstery, in order to enhance it's resemblance to the popular fifties car I use to tow it

At 17 feet in length, this was the most expensive outboard model Glastron built in '58, and is fairly rare today. Glastron produced 3,878 units that year, but that total is not broken down and includes canoes. The most common boat built at the time was 15 feet in length. I would expect production of this model to be well under 1000. The hardtop was an option costing \$100.00 at the time.

This boat is fully restored to high standards and runs well, minor wear from careful use can be easily detailed out.



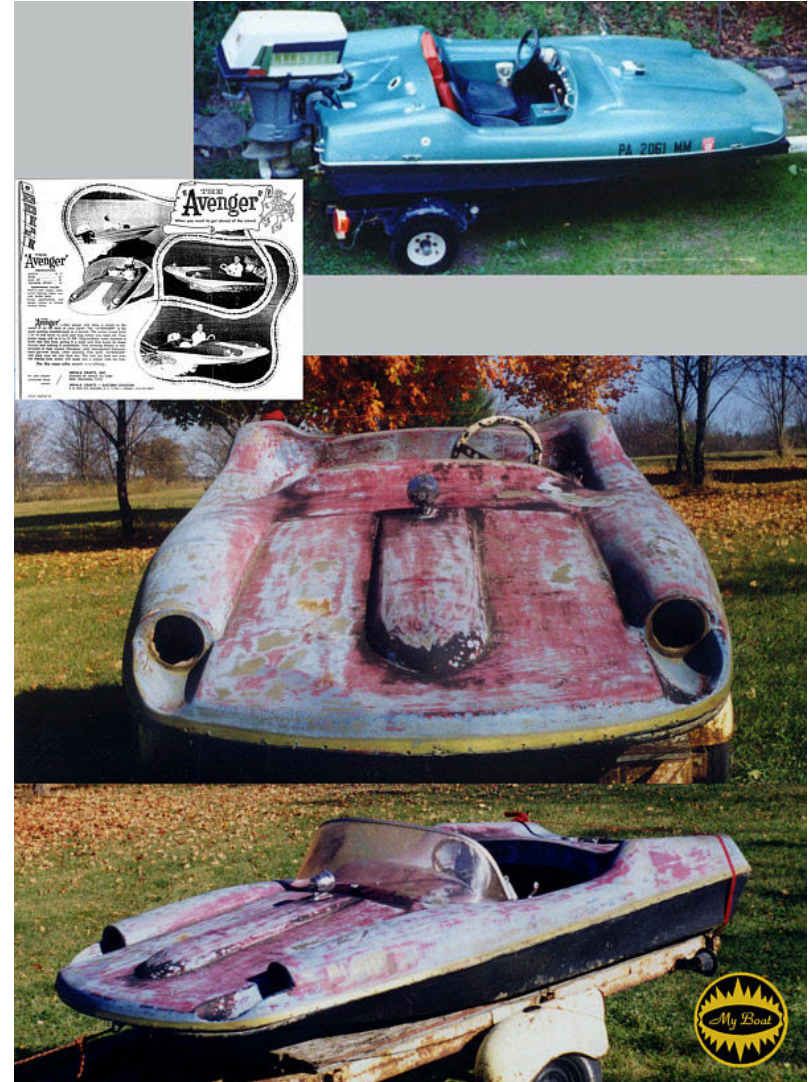
Dead Man's Curve

An Impala Craft Avenger, this outrageous little boat bears a striking resemblance to a classic sports car. The raised front fenders, headlights, engine hood power bulge, rear quarter panel kick-up, every aspect screams LeMans.

It is a very disturbing boat to trailer, for any distance, as the driver inevitably forgets for a moment and upon glancing in the mirror is terror struck by the thought of an imminent collision with a tailgating car.

There are two of these boats known at present, one restored one not, as shown. I intend to deviate from a purely stock restoration with the addition of chrome door handles, Round tail lights, aluminum tube bumpers, and a Shelby Cobra style roll-bar. It will have race car style numbers painted on the "hood" and "doors" as well as an SCCA decal on the back.

I believe that if a restoration is done tastefully, and done well, that it is permissible to deviate slightly from 100% authenticity. This is a boat that clearly screams for such treatment. A resto-rod, if you will. It would probably be a good idea to repower it using a Jet Ski drive to eliminate the outboard. A power bulge in the rear deck lid reminiscent of a circa 1962 Ferrari Testa Rossa would be far more desirable look. Powder coating the Jet Ski cylinder head, Red would be the finishing touch as Test Rossa is Italian for "Red Head".



Carp DeVille

This is one of the most exotic and sought after of the Classics. It is a 1956 Lone Star, Meteor. The pink boat shown is at the end of a multiyear restoration and is of the highest quality. The boat cost \$1,600.00 new, about 3 times the price of an ordinary 15 foot boat. The motor and trailer were sold separately, typical of the time period. The '56 was the most detailed and expensive Meteor made and is the most collectible, subsequent years were cheapened with less trim and bench seats in an attempt to improve sales.

No production figures are known, but it is believed to be very low. These were built in 1956, '57, and '58. At present, there are about 25 Meteors known altogether. This is a topic, literature collector / Boating world columnist Lee Wangstad can discuss in detail. He has interviewed the boats designer, Bob Hammond, who left Lone Star in 1956 to found Glastron.

Bob Hammond designed the Meteor as something he had planned to build for himself, but his doodles were discovered by Lone Star Management and a prototype was immediately built for the boat show circuit. Reaction was so strong and favorable that it was rushed into limited production. The press coverage at the time was extraordinary and it is very well represented by the surviving literature.

Bobs personal Meteor is shown in the sales literature reproduced here (lower left). It was purchased directly from the Lone Star factory, I have a copy of his receipt. His boat had been damaged in a fire that temporarily closed production that year and was rebuilt at his home. It was orange and white.

Power on my boat is the sought after 1957 Mercury, Mark 75. This was the first 6 cylinder outboard Mercury ever made, and the most powerful and expensive outboard ever produced to that time. There were two versions that year, this was the earlier with the so called wave style logo. The motor runs well.

Electrical wiring of the boat, fuel lines, tail light lenses and a steering component are being finished at present to complete the restoration. My plans call for a hidden stereo to be lowered from the passenger side dash with a linear motor. Original antenna placement has been updated with power antennas. Naturally all instruments, and hardware are NOS or rechromed / restored original pieces.



Introducing
LONE STAR'S
 fabulous new Fiberglass
"METEOR"

The Successor of the Boating Industry (and also the New York, Chicago, and San Francisco Boat Shows)

\$1600.00

SPECIFICATIONS						
Length	Beam	Depth	Power	Speed	Weight	Capacity
15' 0"	4' 0"	1' 0"	15-20 HP	20-25 MPH	200 lbs.	4-5 persons

Equipment: Radio, Docking Lights, Running Lights, Vessel Identification over Pylon Rubber, Stern Foam Protection, Rugged for Forward Steering

Sorry, Wrong Planet.

These are circa 1957 Vali IV runabouts. One of these two boats, is shown in the black and white advertisement for Liquid Glass Auto Polish reproduced here. As yet, I have been unable to determine which one is which. Both are from the estate of DR. C. R. Dorner, the companies founder. I purchased them from his Sister and Brother-in-law and removed them from the estate in Battle Creek Michigan Myself The Green one is from a farm in Michigan.

These were designed by Ervin Kiersey, who made Pleasure craft boats under contract and founded Marlin Marine, maker of the Glass Slipper which is detailed in the coming pages. There is a lot more to that story. There are said to have been fewer than 100 Vali IV boats made but significantly more than 20. This information comes from a friend of the producer. These were made in Coldwater' Michigan. I own four Vali boats and am aware of about 8 others.

I rank these among the top five collectible Fiberglas boats. The fins begin at the headlights and end at the planing surface of the hull! Due to the side trim, these boats would be perfectly matched to a '57 Ford Skyliner, retractable hardtop. A better suited boat for the LaRocket car would have been the Lone Star Meteor. Having seen his estate, I have no doubt that DR. Dorner would have owned one, had he ever come across it, but all of these outlandishly styled boats were rare, even in their own day. Dr. Dorner had the advantage of living in the immediate region where the Vali IV was built. These have very beautifully styled Logos on each fin reminiscent of the grill bar emblem on a 57 Chevy.



All three of them.



Supersonic Seive

Normally a more conservative manufacturer, Crosby's Swept-Fin, Circa 1958, was the only finned boat ever made by them. It was used by Mercury for the cover photo on each of their outboard owners manuals in either 57 or 58. Most of Crosby's designs, while well made, were very unassuming. These have a fantastic chromed potmetal grill on the deck with molded in bow light, and the fins are really quite large making this a very desirable boat. This one gets it's name from the way it leaked at the hull / deck parting line the first time I took it out for a spin.

This boat's low production was largely due to it's impracticality, having just one bench seat, it cannot hold many people. It was also more expensive than a typical runabout due to it's design and trim level, yet it was produced by a well established company that had other models available to sustain them between "Swept Fin" sales. Although the only one of it's kind known at the moment, I believe this is not as rare as the preceding Vali IV. Nevertheless, I consider it a very collectible boat.

What likely makes it so uncommon today is that an ordinary boater could overlook this one, whereas the Vali IV, the Meteor, The CarAqua yet to be described, all of these boats with headlights are so astonishing that they are unlikely to be left sitting in a field somewhere. Even ordinary boaters become enthusiastic collectors when they find one of these super outlandish models tucked away somewhere.




Sweptfin
speed with stability
sets the sports style

14' As sleek as she is fast, the rakish, custom-built SWEPTFIN is advanced jet-age design. Fins run parallel with the line of thrust for stability at high speeds. Molded-in three-place seat, raised foredeck, decorative grill, deep engine-well.

SPECIFICATIONS

Over-all Length.....14'3"	Transom Height.....17"
Depth.....28"	Weight.....435 lbs.
Beam.....62 1/2"	Maximum Gross Load, 1000 lbs.
Deck Length.....72"	Maximum Horsepower.....48
Transom Width.....53"	

Custom Deluxe Model—Windshield, complete single cable steering, upholstery, deluxe deck hardware, molded-in electrical circuit, step pads, ensign, raised foredeck, grille.



Crosby AEROMARINE

Solitaire

This is the fabled, Evinrude Lark / Cadillac Sea Lark. For decades, this was the "Holy Grail" of Finned outboards, none were known. There were frequent "Sightings" and wild goose chases and plenty of rumors, but nothing ever panned out. I first became aware of the boat upon finding the infamous "plaid cover" issue of the 1957 Popular Boating magazine, about 12 years ago, and have searched diligently ever since. I finally captured the elusive beast in the spring of 2004, it remains the only one known, of the five produced.

The boat was created under the direction of famous Milwaukee designer; Brooks Stevens, and two "prototypes" were produced for Evinrude at a cost of 11,000.00 in 1956 and shown at the Motorama-like, Evinrude factory Boat Show tour. One of these is shown at the top of the page

The B&W ad is an airbrush retouch of this same boat for the Cadillac Boat company catalog. Cadillac was allowed to put the boat into production, the only Brooks Stevens / Evinrude show boat ever offered to the public, but with outrageous styling and a list price of \$1,975.00 in 1957, they simply did not sell. A new dream boat was designed for Evinrude each year from 1956 - 1962. They Included a Faux Helicopter boat, a Flying Saucer boat, a Trimaran with folding Sponsons, and an outboard powered paddle wheeler to name a few.

According to the original owner of my boat, which was liquidated at or around the close of plant operations in 1960, Cadillac only built three of these. A company employee had related this to him at a chance meeting in 1961. Together with the 2 Evinrude Lark boats, this makes a total of five pieces. My boat appears to have been the last, based on photographic evidence.



Solitaire (continued)

As a 1958 model, my boat went unsold for two years. It was finally liquidated for just \$330.00. It was purchased from a boat dealer that took on a large number of unsold boats from the closed, Wagemaker/Wolverine/Cadillac factory. A motor had not yet been installed.

The first design of the Evinrude Show boats series, this was also the first outboard boat designed in history to specifically match its motor as a package. This is a common practice today, but at the time it was revolutionary. This is a very important boat in the history of Evinrude, it had extraordinary media exposure and was very influential.

My Sea Lark was fitted with its first and only motor in the spring of 1961 by the same dealer, a leftover 1960 model Evinrude Star Flight. My boat retains this original motor, in well preserved condition.

It is currently in storage. 1960 was the first year for the 75hp V4. While it harmonized well with the boat, I plan to replace the cover with a 1958 - 50hp V-4 cover. This particular cover is a direct fit and it has virtually the same artistic design as the original 1956 - 35hp Lark motor which the boat was designed to showcase. I have period photographs of all five boats built, the 4 others all had the smaller, 35hp motors.



Rare Gem

This is a 1958 Bee Line, Sapphire. It was made in Michigan and that is where I found it, in a small town named Cadillac. It was "Mystery Boat" number Five on Fiberglassics.com at the start of our website. Lee Wangstad identified it and passed the information along to me, knowing I was searching for this model.

Only two magazines have ever been found to document this boat, both displayed a very small black and white ad, reproduced here, nothing else is known about it. Only three of these have turned up so far, mine, the first located, is serial number Eight. It seems as though this is going to be another very rare model.

There were a number of companies calling themselves Bee Line in the fifties. I plan to research the Bee Line travel trailer company on a hunch that they may have been testing the waters of the small boat market. It may, however, turn out to be another "Barn Built Boat."

The hardtop shown is an aftermarket "Sea Breeze" unit. It could be fitted to any boat, and for a time I had planned it for this one. I later obtained a better boat for the roof, and located an outrageous "Double Bubble" Batmobile style windshield, another aftermarket piece, which has since been installed on the Bee Line. Though the Tail fins are the best looking of any "Glassic Boat," the front was just too plain. The New windshield makes up for this slight deficiency.

To me, the boat would be a good match for the Studebaker Hawk, as its fins are either a caricature of that car, or it's "Packard-Baker" cousin.



Chirrosis of the River

The Lone Star Caribbean was built from 1957 - 1959. The later years were more stylish with a split windshield and added bow hatch. This '59 model was located about a hundred miles north east of Petersborough, Ontario in Canada by noted wood boat collector, Patrick Wren, who knew I'd like it.

These were extremely sculptured and show the great diversity possible with the new material, Fiberglass. The nose is designed to deflect spray, Glastron used the same design in its early boats and it was directly copied by Redfish and many others. This is the most practical boat in my collection and could be made to be fairly luxurious with a well planned restoration.

Although a huge boat by the Fiberglass standards of the day; 19 feet long with a 7 foot beam, these had short shaft transoms for the small motors common at the time. I plan to add a long shaft transom to this one so it will not look so out of proportion from the rear and can take the more commonly available, long shaft, Merc 800's that I have for it. This will yield 160hp. There is a partially hooded motor well on these boats for quieter operation. I have a rare accessory, dual motor control, for these outboards. This was the most expensive boat in Lone Stars Line at the time and is represented by fewer than 10 known survivors at present. There were other cruisers in their catalog, with much more mediocre styling and lower prices, which were made from aluminum.



The Harbor of Seville

Designed by Bob Hammond, the 1959 Glastron, Sea Flight Seville, Day Cruiser was only produced one year. It was the most expensive boat they made in '59 and required several unique molds to produce, including the floor, deck, and cabin. Only the hull it's self was unaltered. The boat seems to me a refinement of the Lone Star Caribbean, Bob Hammond's old employer.

During a time when close to 5 million cars were produced in the US, according to Glastron figures, only 3,559 boats were made by them, again counting canoes. The average selling price is known to have been \$575.00 If 10% were this most expensive model, and I feel that figure is way too high. Then only 356 would have ever been built. Personally, I'll bet it wasn't half that amount. About six are known today. Unlike the auto industry, Production figures can be very sketchy with fifties boats. Even the largest, were relatively small companies, and the emphasis was on surviving, not documenting their history.

The '59 Glastrons had a shortened side trim piece on the hull as shown on the red prototype boat at the bottom of the page, however the cabin was two-toned as shown on the upper photo for the production boats, with silver Mylar decals on the sides to accentuate the curvature of the fins.

As with my "Flagship" I plan to alter the coloration slightly from original, conforming to the design shown in the upper photo, which was computer altered to carry the blue lower onto the hull. I feel this paint scheme best shows off the flowing design of the boat.

This Seville sits on a rare Michigan "Elevator Action" trailer. The wheels fold up hydraulically at the boat ramp. I have two such units in the collection. This boat should be moved to the larger of them, which has been converted to a temporary flat bed for the South Seas Samoan.



Photo altered to show planned paint scheme on lower hull.

Glastron®

17 ft. SEAFLITE SEVILLE CRUISER

You can spot SEAflite Seville by the way it looks . . .
and the way others stare!



Boats in the Belfry

This is another 1958 model. It will take some effort to dress this boat up to the point that it fits in with the collection, but it can be done. One of the pluses is the excellent Aeroglass literature I have. But the hardtop I have planned for it (shown on pg.14) is the real icing on the cake.

The AeroGlass, Super Satellite Sixteen was advertised as being featured on the hit TV game show "The Price is Right." And the price was right on this one. A friend and I literally pulled it out of a ditch where it lay buried amidst a small dump. It was offered free for the hauling. It went on the trailer very well, but became so stuck in the mud driving back to the road that I wondered if we might have to leave it behind after all. It took us two hours to get it, and the truck, pulled free. I thought I would have a heart attack!

This boat has very unique fins that can be considered 30 inches high, measuring from the spray rail up. As mentioned, this boat is an absolutely perfect match for the "Sea Breeze," aftermarket hard top. That roof is designed to pivot for easy access. The pivot / attachment point will be the inside edge of the forward part of the tail fins, and that is what makes it worth while to save this boat. There is only one other of these known, but were it not for the hardtop, it would not be suitable for my collection. Due largely to it's condition, this boat is right on the boarder of what is worthwhile, but like they say, "The price was right"!



SUPER SATELLITE 16



NEW Flared bow incorporated into the hull and deck ... Flare and gunwale slant off to keep passengers dry and secure ... Added structure in that all control cables are hidden in flar.

NEW Flared bow offers maximum dryness forward and a much smoother ride even in rough water ... Flared deck with plenty of strength adds safety and security.

NEW Flaring design with sheer bow. A spring and wire will keep your Aero-Glass looking sharp ... Rubber molding completely sealed boat for deck protection.

Pair O' Dice, Tossed

This is a 1962 Custom Craft, SunRay. The black and white scans are from the catalog. The Yellow boat shown belongs to Stanley Dohm. These were extremely high styled boats, with radical bottom designs, head-lights and Faux tail lights. These were some of the first boats made with the Rand Chop gun, as such, the hulls are weaker than hand laid Fiberglas. It is my opinion that the elaborate contours found in all of the Custom Craft boats, whatever the model, were beneficial in overcoming this weakness.

There are simple ways of strengthening the hull during a restoration using two part foam and Bi-Axial cloth, with a couple of well placed stringers. I have a strong desire to restore this one in that manner to accommodate an aluminum small block Chevy with Hillborn Injection and an inboard/outboard. As crazy as that sounds, I just can't escape the image of eight tall organ pipes, towering over the fins, even with the roof in height!

I would consider the Hardtop option to be a necessity for these boats in order to complete the radical styling. There are only two Hardtop SunRays known. About 3 others have turned up without the top. These are very detailed, heavily sculptured boats.



No Fission! No Fishun!

Besides having a name at least 9 words long, the majority of which were cast into the nose piece, the "Herter's Duo Foil Walk-Through Deluxe Model Flying Fish" probably had the most wordy and comical description in it's catalog, of any boat ever made. It rambled on for 10 paragraphs. These boats are highly prized by collectors for their 23 inch high, lighted fins and pointy bows, with an elaborate finned bow handle / air scoop / running light / ventilator flap thingy.

Herter's was a large national hunting and fishing supply company, prior to Gander Mountain, and it's products are considered very collectible today, by the hunting & fishing collectible hobby.

These boats had, in 1956 and '57, very rounded bottoms that caused tremendous rolling in the turns. It seems possible to roll it 90 degrees, based on personal experience, which can either be very unnerving or lots of fun dependent upon your disposition and tolerance. They were, in my view, rather poorly made in terms of finish, but contained no wood, employing a cast aluminum framework instead that was simply screwed in place, right through the hull. As a result, they may be found in immediately useable condition, even some 45 years after they were made. They are comparably plentiful in my immediate region, as they were made in Minnesota.

The finish can be easily rectified during restoration, as shown by the black and pink boat restored to show car condition by Bryan Fenwick of Bolingbrook Illinois. These do need some transom redesign in order to handle the larger size outboards as shown on my boat. The 1958 models were different in design, but just as interesting. The fins shrunk dramatically in 1959, then disappeared for good.



HERTER'S CHROME FIBERGLAS DUOFOIL WORLD FAMOUS WALK-THROUGH DELUXE MODEL FLYING FISH RUNABOUT

Guaranteed the fastest runabout of its length made in the world. New design makes this high speed boat usable as a fishing craft.



SIDE AND 3/4 VIEW OF HERTER'S NEW WALK-THROUGH FLYING FISH
HERTER'S INC., WASECA, MINNESOTA, U.S.A.



Sunday Driver

This is a circa 1959 CarAqua "F-44. " Wow! What can one say? This is one of the strangest, most outrageous, weird looking boats, ever made! There has been some research done, of which I am not yet fully informed, tying this manufacturer to both Chicago and Florida.

This was another very low production boat, without a conventionally styled model in the line to pull the company through. Only eight are known to survive at present. Mine rides atop a trailer that features Gators so called; "\$100,000 Styling" fenders. They are a perfect match for the CarAqua as they have grills on the front and long, low fins on the back. CarAqua's were available in a variety of odd looking models including an outboard with a deluxe interior (such as my blue one), an open interior fishing boat called the "Station Wagon", and an inboard called the VIP for "Vertical Inboard Power"

The VI P had a Crosley automotive engine reworked to function standing on end, and attached to an OMC lower unit. The whole 4 cyl., 4 cycle engine and lower unit rotated through the floor to steer the boat. At about 45 HP, or less, it had to be a real disappointing performer on the water.

The same engine was converted into an outboard and affixed to some of the boats which were then dubbed the CarAqua F-44 which stood for Fageol 44 (Fageol was the engine conversion company). Interestingly an experimental supercharged version of the Fageol VIP may have made it briefly to market. I have located such a motor in good condition. The supercharger option was good for only a slight increase in power it but looked terrific with a GMC 6-71 style blower! I am not too familiar with the blower nomenclature, but it may have been a 4-71? I have pictures of it and it was a fairly small unit, about half the size of what you would see on a street machine.

Among the 8 boats I am aware of, there is only one VIP model CarAqua. Among the 8 boats I am aware of, there is only one VIP model CarAqua.



Yipes, Stripes!

This is a 1958 Larson, Falls Flyer. This was the first year of the new finned version of the narrow sport boat. These were only available that first year in black and white, either as shown or reversed. This boat is very intact, still retaining its original interior for a pattern. It also has a functional turn signal switch on the dash, beneath the steering wheel. This was an interesting idea that never became popular. It controlled the functional tail lights.

These boats were made very narrow, as were the first generation Falls Flyers, in order to go faster with the low HP motors prevalent at the time. This was a very poor selling model due partially to its high cost and is very rare and sought after today. They are a good match for a 1958 Pontiac, having a nearly identical side treatment. Falls flyers are well represented by a Museum in Minnesota founded by Paul Michelson. There is also a loose association of Falls flyer collectors, owning both early and late models. The restored boat was photographed at a boat show in Canada.

Larson soon came to understand the economics of producing such labor intensive boats and dropped the Falls Flyers and Thunderhawks from the line. They produced only plain bread and butter models thereafter and this decision likely saved the company.



A TORPEDO BOAT!



difference in ... **Larson**

FALLS FLYER . . . An unusual boat with an outstanding stock racing record. 15' 2" — \$1,025. **

Look for...
 Rad Gun construction
 Lapline hulls
 Self bailing motor wells
 53 years of master design

**All prices T.O.B. Boat works with complete accessories—higher in N. Eng., Upper N.Y., California Area, Canada.

See your LARSON dealer or write for free catalog. LARSON Boat Works, Inc., Little Falls, Minn./Nashville, Ga./Ontario, Calif./Casper, Wyo./Courtside Moulded Products of Canada Limited, Cornwall, Ontario (N. Eng. and Upper N. Y.)

MICHIGAN—O'Brien's Sports, Grand Rapids; S & N Sales, Jackson; VanDerVorst Hulse, Lansing • MINNESOTA—Duluth Marine Store, Duluth; Crystal Marine, Minneapolis; Inland Marine Corporation, Minneapolis; Larson-Diann, Minneapolis; Russell's Marine, St. Paul • MISSOURI—Neal Boat, Kansas City; St. Louis Boat & Motor, St. Louis; HERALD—Midwest's Marine Warehouse, Inc., Omaha • NEW YORK—Armstrong & Sellsbach, New York • NORTH DAKOTA—Rock Water Sales, Bismarck; Walter Hydrolic & Marine, Grand Forks; N.W. Sporting Goods, Minot • OHIO—Payne Marine Distributing Co., Toledo • OKLAHOMA—Pete's Sporting Goods, Chickasha City; Outboard Sales, Tulsa • OREGON—McCully's Marine, Portland • PENNSYLVANIA—Great Lakes Marine, Erie; Marine Equipment, Pittsburgh • SOUTH CAROLINA—Marine Center, Charleston; H. Despres Sport Shop, Columbia • SOUTH DAKOTA—Gessess-Keller, Huron • TENNESSEE—De Sola Sports, Memphis; Cole's Sports, Knoxville; TITUS—Red Marine Sports, Dallas • WISCONSIN—Bullman & Casper, Fond du Lac; Zellers Marine, Green Bay; Meadale Marine, Madison; Lene's Sports, Manitowish; Kleinmann Marine Serv., Milwaukee; Westgate Sports, Oshkosh • WYOMING—Vic's Sport Co., Casper.

MARCH, 1959

33

Jest Bean Mice Elf

This is a Circa 1958, South Seas Samoan, built in Lake Helen Florida, and found nearby. It is one of only two known at present. There is some literature from the time, in the form of advertisements, but not much more is known about these interesting catamarans. They seem very elusive.

The B&W photo shows a Samoan being tested by Mercury Marine at Lake X in Florida. My boat is missing it's outermost fin tips. As you can see, the fins shown on the other survivor and the Mercury boat are much more pronounced. The owner of the other Samoan has agreed to make a template of the missing tips, which attached at the seam between the deck and the hull.

The boat is very wide with a very roomy interior, and was designed for twin outboards up to 70HP each, although it would easily handle more power if desired. Catamarans were a stable design that was popular at the time, before being upstaged by Glastrons' popular Trihull models, which did not require the expense of a twin motor configuration. The front end is a very convincing representation of a '59 Pontiac. This was the first year for the split grill on those cars and they are somewhat collectible as a result.



Same Bat Channel

The 1958 Wizard Wasp was a 13' runabout with twin windshields on matching blisters making it strikingly reminiscent of something the Dynamic Duo would have. Introduced in '57 as a two seater, the yellow and black successor shown here could seat a kid or two in the back, as long as they were very small. When not in use, a tonneau cover or hatch could be placed over the back seat.

There are also two period photographs here, as well as a restored 1957 model. This is a fairly modern looking, fast hull which will look good on an appropriate period trailer. Wizard Wasps were directly copied by a company called True Ski in a process called "Splashing" which was akin to plagiarism and a common occurrence.

This boat is fairly impressive when restored and tows and launches well. It is another boat whose rarity is owed to its inherent impracticality, being a small two seater with an emphasis on expensive styling.

This boat is fairly impressive when restored and tows and launches well. It is another boat whose rarity is owed to its inherent impracticality, being a small two seater with an emphasis on expensive styling.



Shark Bites

This boat is something of a mystery. This is a picklefork style hydroplane of unknown manufacture with extremely large tail fins. Reportedly, this boat was built in 1960 and was one of three or four made as an experimental or prototype, possibly for racing. Claimed as the first out of the mold, it has center steering and appears to have had two bench style seats mounted at one time, one in front of the other. The boat may have been made in Costa Mesa, California.

The bottom of the hull features a large step in the center and a recessed area for the motor like those found on Lone Star Meteors and Larson Falls Flyer's. There is a true motor well as found on 1959 and later boats. Typically, 1958 on back were without motor wells. This boat appears to have had no windshield mounted at any time. Presently, the interior is gutted and the transom is rotted away and missing.

The stranger the boat, the wilder the tale that becomes a part of its oral history and this boat is no exception. As it was told to me; this boat was a part of a large collection of unrestored boats and outboard motors belonging to the late Bob Abendroth. Bob was heir to the Time Oil company, fortune and liked boats "that went over forty mph." It is said that he brought the boat to his native Washington State from California, and indeed there was a partial registration number from California. This boat, it is said, spent some time in the 60's at the 20th Century Fox Studios in Hollywood, where it was being considered for the role of the Bat Boat in the first Batman movie, starring Adam West. The contract reportedly required a "Bat Zooka" to be raised from a hatch in the nose and there was indeed a large rectangular hatch cut out in that area and later fiberglassed back in place. The Dash had also been cut out and glassed back in about one and a half inches forward of its original position. Among its many previous colors can still be found an intriguing coat of gloss black paint. The contract is also said to have required the Dynamic Duo to be seated side by side. When the boat proved to be too narrow for this arrangement, it's said to have been rejected.

Glastron ended up building the Bat Boat that was used in this movie and while it included the side by side seating arrangement with dividing roll bar and dual windshield design of the original Batmobile it only had a single tail fin, a significant departure from the theme of the car. In my opinion, two people could be seated side by side in my boat, but certainly not if such a dividing roll bar were present.

This is a story that is certainly plausible based on the evidence and the somewhat reasonable nature of the claim. Whether it is true or not may never be known, but there may be property managers and historians with the studio that can verify or refute this particular legend.

Further research on this boat is certainly warranted.

My plans include a restoration that takes the shark like appearance of the two sponsons into account, with *Flying Tigers*, P-40 style shark mouth graphics on both sides of both sponsons and shark eye shaped navigation lights to the outside / white docking lights to the inside. The tail fins thus will resemble shark fins and the rear of the sharks are imagined to be under water to the rear of the transom.



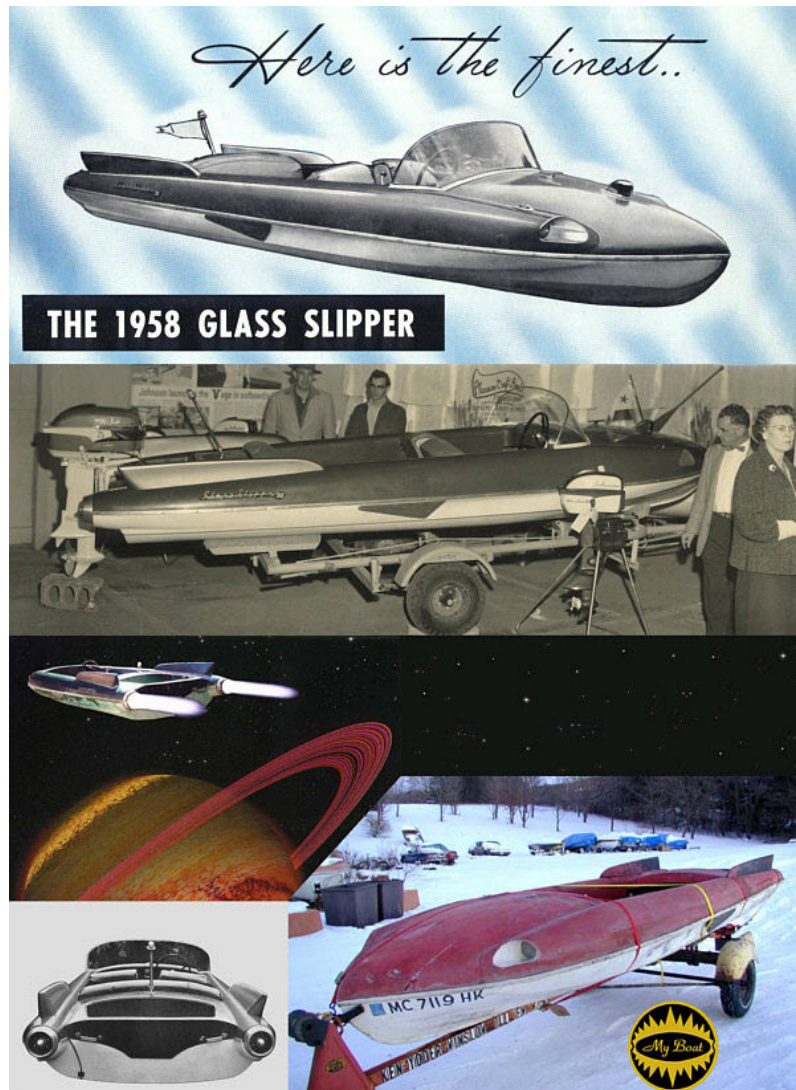
Motown Missile

The Marlin Marine Glass Slipper was, in my view, one of the five best boats of it's day in the Fiberglas outboard class. The styling was first rate and the execution top notch. I was very fortunate to have met Ervin Kiersey, who modestly bills himself only as one of the three founders of the company, but who I quickly eame to realize was the spearhead of the whole project. I learned a great deal from him about the boats of the period.

As nearly as Ervin can recall, there were only about 20 Glass Slippers built in total, 14 of the 1958 models shown here, and just 6 in '59. My red one at the bottom of the page is one of only three '58s known. These had well detailed, cast aluminum "Jet Air Intakes" to feed the Faux Turbines, which are easily imagined to reside within the hull, due to it's rounded and sculptured form. At the stern, well proportioned jet exhausts, no doubt afterburner equipped, exit the hull! It is hard not to revisit the wonder and excitement of the era when looking at these special boats.

The top image is taken from the brochure. The next one is a photograph of the first production model built, displayed at a boat show in Detroit, the city from which I purchased mine. Below that is a green '58 model displaying it's alter ego. Bottom left is another image from the brochure, showing detail of the rear.

The boats two headlights were functional and led to a comment from a Coast Guard official that Ervin was to cease building boats with headlights at once, "We don't want to see that thing out on the water" were his approximate words spoken at a trade show. This led Ervin to carefully consider design changes for the following years refinement of this boat, in 1959 it would no longer have two headlights.....



Beware of Blast

...it would have four headlights, and longer fins too. The 1959 Glass Slippers were the only possible response to such a comment.

There were some changes made in the '59 boats to make them easier to produce, such as the raised area for a stock windshield, so these would no longer need to be sanded to fit each boat, and molded in, rather than bolted on tail fins. There were also numerous additional details added, a pleated motor-well, a design indented in each fin, details on the hull to further define the Faux turbines, very well detailed bucket seats (four), and a T-Bird style dashboard among them.

The photos show the only known '59 Glass Slipper at the top, beneath that, Ervin Kiersey and the original molds in which this boat was created and at the bottom, a period photo of the Glass Slipper plant, a rented former school building which still stands.

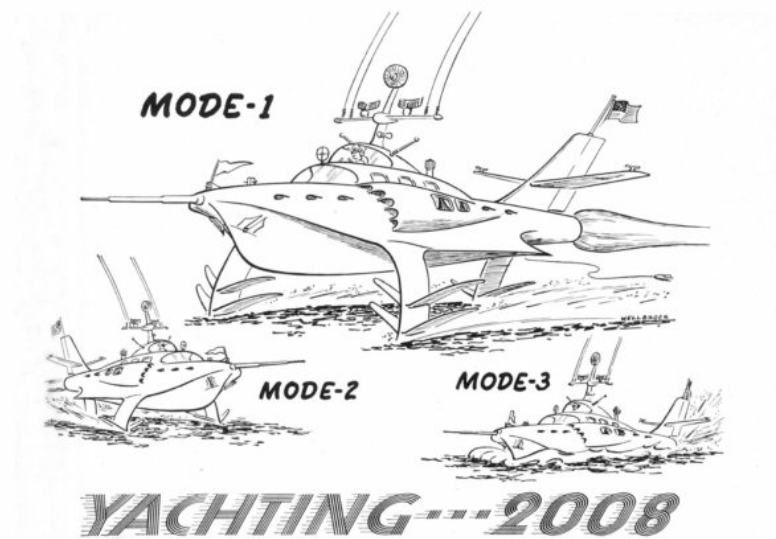
The molds, which are 100% complete are for this "Quad headlight" 1959 model.



THE 1959 GLASS SLIPPER



Boats yet to be obtained...



From Yachting magazine, 1958

The Following pages depict boats, not yet in the collection, which would make excellent additions. Many have already been located.

Circa 1959 - 60 Reinelle

These were a west coast boat and can be found more readily in California and Washington. I have one prospect located and another that needs substantial work has been tracked down. The resemblance to the '59 Chevy is overwhelming, a true double cockpit boat that is on the "short list" of acquisitions yet needed.

Boats yet to be obtained...



Circa 1959 - 60 AR-Sisu

Another "inspired" design, this time made in Canada. There is only one boat known, it is restored. This boat is exactly as manufactured except for the color, upholstery and the addition of '59 Cadillac tail lights in place of the original units that were original equipment. The bullets in the fins are original. Note that there is only one per fin as opposed to the two bullets / tail lights per fin as found on the car.

Boats yet to be obtained...



Evinrude / Brooks Stevens, Helibout.

This boat was a one of a kind, made by Evinrude as a boating equivalent to GM's Motorama. Each year, industrial designer Brooks Stevens, was allowed free reign to design something unique. I once had the honor of helping the current owner install the main Rotor blades at a boat show in Wisconsin, they are electrically operated and spin at a very docile RPM. This boat is for sale, although very expensive, I feel the price is negotiable. The upper image is a period brochure, the lower right a period publicity photo. Lower left; the boat as it appears today, in excellent condition, it is presently in a local Museum.

Boats yet to be obtained...

EVINRUDE

A design concept exploring the possibility of an efficient airborne boat of the future.

The Evinrude HELI-BOAT is a graphic concept to meet industrial designer Brooks Stevens for an airborne pleasure boat. Its helicopter-like enclosure would carry two passengers over the water at reasonable performance speeds. Its cockpit is instrumented like the most modern two-place helicopter. The control center includes a basic feature of last year's Jetstream runabout is the ability to pass the controls from pilot to co-pilot, or from rearboard driver to passenger. The HELI-BOAT is convertible from a water craft to helicopter through its rotor blades, connected to the motor by flexible shafting and necessary gear reduction.

Interior appointments are luxurious, with heating and air conditioning. A front sliding bubble canopy provides ease of entry and exit, and a hinged rear bubble canopy permits easy access to the motor.

Although the Evinrude HELI-BOAT is only a designer's dream at the moment, it may someday become a reality. The owner could depart from his back yard in the HELI-BOAT and fly comfortably to any nearby body of water, drop down to any desired place, fold the rotor blades and reengage the outboard lower drive unit. Driver and passenger could as easily visit a neighbor by dropping into his swimming pool, or landing on the lawn. The HELI-BOAT concept might easily be adapted to commercial, defense, police, and rescue activities, as well as pleasure boating.

This, again, is Evinrude's visionary conception given for the advancement of boating.

To say I'd located this would be an understatement....

....it's less than 10 miles away!



Ancarrow Aquilifer Aquilifer Mark-I, Patrician, or Praetorian!

"A rose by any other name..."

This is the Holy Grail of inboard Finned boats! Note the Gentleman with the tie. The boat he is seated in presumably has available options including, Twin Cadillac "Dual-Quad" V-8's of 300hp each, a power Chrysler convertible top, power side windows, safety glass, heater, and air conditioning among other amenities. At nearly \$30,000.00 so equipped in 1959, you could have purchased a large home, or a fleet of 50 ordinary 15 foot outboard runabouts, or perhaps six or eight nice Buicks. Nothing Exceeds Like Excess!

There is a great deal of information available on this company founded by Newton Ancarrow on a dare, as an article from the day tells it. Popular boating said he wanted to buy a fast boat, and for the seller to guarantee it's speed. When no guarantees were made to back up the sellers boasts, it was recommended to Newton that he should build one himself if he thought he could do any better. He decided to show them up and did just that. It sounds a lot like the famous Ferrari vs. Lamborghini dare to me. Money was apparently no object. All Cadillac Crusader powered Aquilifers were Guaranteed to do 60 mph or your money back! I do not know how many were made, but it wasn't many. I know of just two Ancarrow's that survive.

The green boat shown is the Ancarrow Patrician and is beautifully restored. I believe the windshield and instruments are incorrect. I have old contact information available concerning an unrestored Aquilifer (top boat in the bottom photo). However, no Aquilifer Mark-I (power top, etc.) is currently known to me.

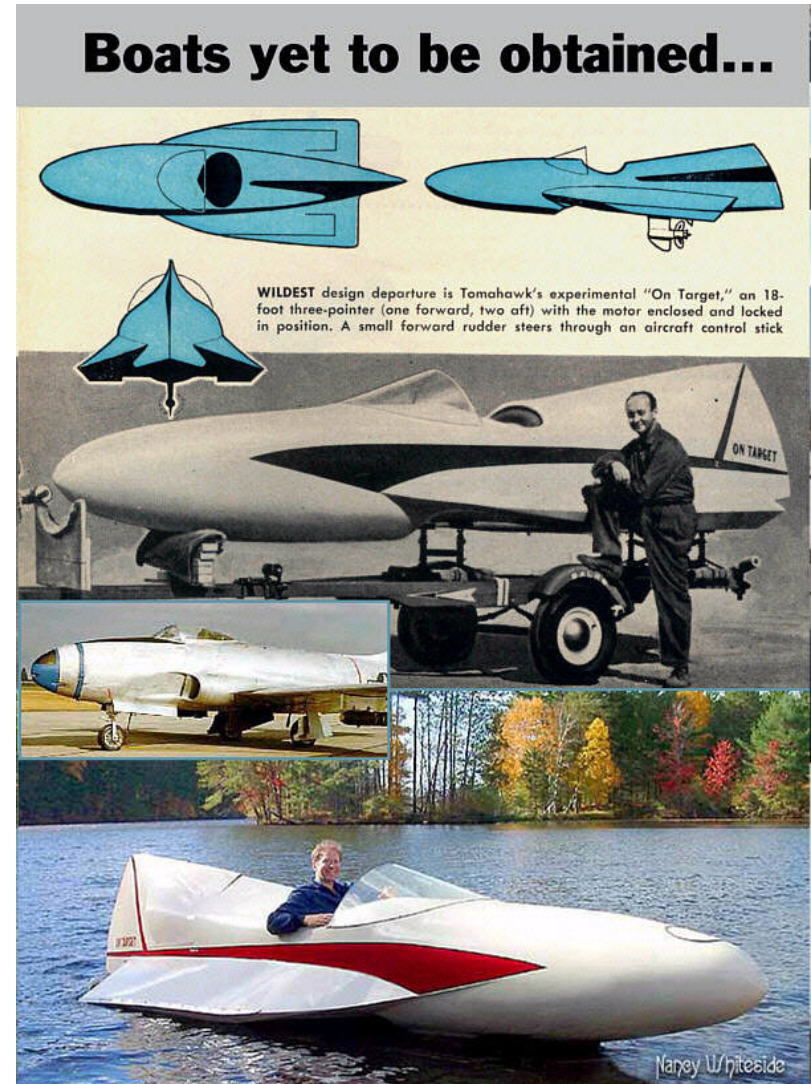
Boats yet to be obtained...



Tomahawk, On Target circa 1961

This is a one-of-a-kind, experimental boat, built by a major boat builder from Wisconsin. The black, white and blue feature is from Popular Mechanics, March 1961, courtesy of Lee Wangstad. The jet fighter is from the Internet, it is a Lockheed P-80 / F-80 Shooting Star. I flipped the image left to right and erased the numbers on it's nose.

The original boat still exists. I have seen it, and it is in very good condition. The nose mounted rudder has been removed altogether, and the boat could use freshening, but it is a wonderful find. It is "Unsafe at any speed" to borrow a phrase from Ralph Nader, due to it's lifting the nose, and the rudder, out of the water as the throttle is pushed ever more forward.



1957 Eshelman All Steel Rocket. LOL! !!

A picture is worth a thousand words. What more needs to be said?!

Can you imagine looking over your shoulder while water skiing to see this thing running along behind you?

So far, no surviving examples have been found to represent this beast. But, given a six pack, some fifty gallon steel drums and a cutting torch, any inspired artist should be able to recreate it!

I want to find one of these real bad!

Boats yet to be obtained...

1957 File Copy

ESHELMAN

ROCKET BOAT

(PAT. PEND.)

Years ahead in design!

THE CHESTON L. ESHELMAN COMPANY
109 Light St. • Baltimore 2, Md. • SARatoga 7-0922

MEMBER BALTIMORE BETTER BUSINESS BUREAU
BALTIMORE ASSOCIATION OF COMMERCE
DUN & BRADSTREET, INC.



ESHELMAN ROCKET BOAT

As modern as a Jet Plane

THE IDEAL BOAT FOR OPEN-WATER FISHING OR RACING WITH YOUR FRIENDS IN YOUR OLD-FASHIONED BOATS

The amazingly new Eshelman Rocket Boat is constructed completely of 16 Gauge Cold-Rolled Steel, making it the strongest and lightest boat in the water. Inexpensive to maintain for lifetime maintenance.

For complete information write this request, enclosed form, preferably stamped. Carve four people with safety and stability.

Will operate satisfactorily with any size outboard engine. However, for top performance, 40-60 hp engine is recommended.

Large handle on bow and 4 large handles on stern to facilitate handling. Extremely easy to get in and out of.

Boat features stainless steel and enamel inside and out. Standard construction (for built-in or scratch on the water) makes it easy to build and paint.

Special feature is a scupper line for the stern which automatically drains any water that comes in over the transom. This boat has no weak point as you can be sure to get a steady stream without a single leak and will not sink.

Length 14'
Width 6' 6"
Height 2'
Weight 425 lbs.

Colors:
Yellow or Red

Price see your dealer or national price list



There you have it. KevFin's "Boats in the Belfry" collection. Thank you for your time and interest. I hope you enjoyed the material presented here. There is, of course, a great deal more information available on these boats, than can be included in this brief introductory piece. I believe the fifties were a hopeful and fascinating time and that these boats most exemplify this exciting period in transportation history.

Sincerely,

Kevin Mueller

110W. Main St.

Rockton, IL. 61072

email: Lotsatailfins@cs.com